Chapter Five:
Facility and Service Objectives

INTRODUCTION

Once system airports are grouped into existing roles or functional levels, the next step in the process to evaluate the Vermont Airport System is to identify facilities and services that should ideally be available at airports in the four role classifications. It is important to note that facility and service objectives delineated in this chapter are just that, objectives based on the airport's existing role as identified in this analysis. It is possible that airports that have been categorized in the analysis of existing airport roles or are recommended for an increase in their classification in later analyses may, for a variety reasons, be unable to comply with certain facility and service objectives. An airport's inability to meet the facility and service objectives for its role does not necessarily preclude that airport from performing that role or function within the system, but will be considered in the analysis of options to meet identified system deficiencies. It is also important to note that the objectives presented are minimums, and that airports with facilities in excess of the objectives will be considered to meet the objective. A reduction or removal of facilities is not planned as part of this analysis. **Table 5-1** presents a review of the four airport roles and their associated airports as identified in Chapter Three.

Table 5-1
Vermont Airport System Functional Roles

Functional Role	Airport Name	City
National Service	Burlington International	Burlington
	Edward F. Knapp State	Barre/Montpelier
	Rutland State	Rutland
Regional Service	Hartness State	Springfield
	Morrisville-Stowe State	Morrisville
	William H. Morse State	Bennington
Local Service	Caledonia County State	Lyndonville
	Franklin County State	Highgate
	Middlebury State	Middlebury
	Newport State	Newport
Specialty Service	Basin Harbor	Vergennes
	Fair Haven	Fair Haven
	John H. Boylan State	Island Pond
	Mount Snow	West Dover
	Post Mills	Post Mills
	Shelburne	Shelburne
	Warren-Sugarbush	Warren

Source: Wilbur Smith Associates

It is also important to note that the purpose of the System Plan is to provide guidance to VTrans on the airport needs of the State. These statewide needs, including facilities and services identified in this analysis, may differ from airport-specific studies. Airport-specific studies consider conditions in the community and the analyses are more detailed than what is conducted at a system level. From an FAA funding standpoint, projects must be included and justified in airport-specific studies in order to be eligible for FAA participation. Projects must be identified in an airport layout plan and appropriate environmental analyses must be prepared prior to consideration for funding. While a system plan's analysis is considered in the overall context of FAA review, justification for airport-specific projects must be provided to gain FAA approval.

Before identifying the recommended facility and service objectives for airports in each of the four roles, a brief discussion is included summarizing the idealistic characteristics of an airport in each of the four roles in regard to the following:

- Function
- Activity
- Facilities/Services
- Runway Length

National Service Airports

Function

National Service airports provide Vermont's primary intrastate, interstate, and international connections for commercial passenger and cargo service. They accommodate scheduled service from air carriers and have large geographic service areas. Additionally, FAA-designated reliever airports and airports accommodating Part 139 operators are also included in this functional role. Reliever airports and airports with Part 139 operators help to facilitate corporate and commercial aviation travel in metropolitan areas of the State. Publicly owned National Service airports should be included in the FAA's National Plan of Integrated Airports Systems (NPIAS).

Activity

At National Service airports, air carriers should provide commercial passenger and cargo service. These airports also serve larger general aviation aircraft including business jets. Service areas for these airports include Vermont's largest population centers and generally have surface travel times of 45 minutes. National Service airports could even accommodate substantial business and military aviation activity, including operations by large aircraft.

Facilities/Services

Services provided at National Service airports should include jet fuel, AvGas, and aircraft maintenance. Full service pilot/passenger facilities should also be available. Airside (airfield, all weather capabilities, lighting, navigational aids, and air traffic control) and landside (passenger, cargo, and auto parking) facilities and passenger services are required to accommodate the needs of air carriers and significant corporate users.

Runway Length

The minimum primary runway length identified for the National Service airports is 5,500 feet, with a minimum width of 100 feet. This length corresponds to a Federal Aviation Administration (FAA) airport reference code (ARC) of at least C-II. Definitions of the FAA's ARC system are provided in a subsequent section of this chapter, but the ARC refers to the largest aircraft that regularly operates at an airport for which the airport should be designed to accommodate. Commercial service aircraft, some of which have a higher ARC, may require additional runway length

based upon specific activity at an airport. General aviation aircraft that are in the C-II category include:

- Gulfstream IV
- Canadair RJ 200
- Gates Learjet 25
- Rockwell Sabre 75

REGIONAL SERVICE AIRPORTS

FUNCTION

Regional Service airports accommodate a wide range of general aviation users for larger service areas outside major metropolitan areas of Vermont. They provide access to the air transportation system for communities that have surface travel times of 45 minutes to the next Regional or National Service airport. Regional Service airports also accommodate seasonal general aviation activities where appropriate. Regional Service airports that are publicly owned should be included in the NPIAS.

ACTIVITY

Regional Service airports primarily accommodate general aviation users, and may also include military and medi-vac flights within large service areas. These airports may have locally-based business jets or turboprops and/or substantial amounts of itinerant turbine aircraft activity. Several may also provide air cargo service by smaller aircraft. Aircraft weighing more than 12,500 pounds are considered to be the most common critical aircraft that operate at these airports.

FACILITIES/SERVICES

Services such as jet fuel and AvGas, aircraft maintenance, and pilot/passenger facilities should be available at Regional Service airports. A full range of airside (airfield, lighting, all weather capabilities, and navigational aids) and landside (business/general aviation terminal, auto parking, and corporate hangars) facilities and passenger services capable of accommodating the needs of business aviation and general aviation users should also be provided.

RUNWAY LENGTH

In an effort to attract and maintain small to medium body business jet activity in the State of Vermont, the primary runway length needed for a Regional Service airport is a minimum of 5,000 feet, with a minimum width of 75 feet.

A runway length of 5,000 feet allows for business jet operations under many conditions, with many business jets in the B-II category. The following is a list of ARC B-II aircraft:

- Citation II
- Cessna 441
- Hawker 400
- Shorts 330

LOCAL SERVICE AIRPORTS

FUNCTION

Local Service airports serve the needs of general aviation users and limited business activities within the local area. Local Service airports should have the airfield facilities, navigational aids, lighting, and services necessary to accommodate smaller general aviation users. Publicly owned Local Service general aviation airports should be included in the NPIAS.

ACTIVITY

Local Service airports should serve locally-based businesses and general aviation users in addition to aircraft visiting the local area. These airports are to be designed to accommodate light single and multi-engine aircraft weighing 12,500 pounds or less but may still accommodate some limited jet traffic.

FACILITIES/SERVICES

Traditional services such as AvGas, limited aircraft maintenance, and limited pilot/passenger facilities should be provided at Local Service airports. Airfield facilities, lighting, and services capable of accommodating general aviation users should be provided, along with runway-taxiway systems, lighting, and navigational aids to accommodate traditional general aviation activities.

RUNWAY LENGTH

The ideal primary runway length and width for the Local Service airport is 4,000 feet by 60 feet, respectively. This runway length corresponds to the FAA ARC of B-I. The following list includes examples of propeller driven aircraft with an ARC of B-I which may operate at these airports:

- Beechcraft King Air B100
- Cessna 421
- Embraer 121

SPECIALTY SERVICE AIRPORTS

FUNCTION

Specialty Service airports will only be able to accommodate limited types of general aviation use, including emergency and recreational use in smaller communities and remote areas of Vermont. These airports have basic facilities and are designed to support specific specialty functions. Activity levels at these airports will probably be the lowest in the system and more than likely will not be included in the FAA's NPIAS.

ACTIVITY

Specialty Service airports are located in communities and remote outlying areas with small population numbers within their service area. They may have hard surfaced or unpaved runways (gravel, dirt, or turf). Some of the runways may have lighting. Most of these airports operate under visual flight rules (VFR) providing no instrumentation or guidance to the airport.

Specialty Service airports provide an important emergency function due to their location. Many of these airports can provide access to unique recreational attractions in Vermont. Airports in this category typically accommodate recreational activity such as single-engine piston aircraft, sport/experimental aircraft, gliders, and balloons.

FACILITIES/SERVICES

Services such as AvGas and aircraft maintenance will likely be very limited at Specialty Service airports. These airports only operate under VFR and have a runway-taxiway system capable of accommodating limited types of general aviation activity.

RUNWAY LENGTH

The recommended primary runway length and width for Specialty Service airports is 3,000 feet and having a width of 60 feet with a corresponding ARC of A-I. The following list of aircraft represents single-engine piston and recreational/experimental aircraft with an ARC of A-I:

- Cessna 177
- Beechcraft Baron B55
- Beechcraft Bonanza

AIRPORT CAPITAL FACILITY PROGRAM (2000)

The Vermont Airport Capital Facility Program (VACFP) was completed in 2000 as a follow-up to the 1998 Vermont Airport System Policy Plan. The VACFP was undertaken to determine the ten-year capital facility needs for the ten State-owned airports, in addition to two municipally-owned airports. The VACFP classified airports and prioritized recommended projects through a ranking system. A financial plan was also developed for the proposed improvements. Through the process, a set of appropriate development standards was identified for airports in each classification.

As part of this System Plan's process, it was determined by VTrans and the consultant that the 2000 VACFP would serve as a basis for consideration for this plan's facility and service objectives, with modifications to develop a system-wide approach. In this effort, the processes involved and the results of the VACFP were compared to facility and service objectives developed for this current plan, including the process used to derive the specific objectives. In some instances, this System Plan's minimum facility and service objectives correspond to that of recommendations made in the VACFP. The purpose of this review was to insure that recommendations from this System Plan were in relative focus with goals established during the VACFP.

It is important to note that the process and purposes of these two studies differ greatly. The VACFP looked at individual airports and used detailed analyses to determine what recommended improvements were required based on each airport's specific needs. This is similar to a master plan level of effort. The current System Plan, however, is analyzing the entire system of airports and how these airports fulfill roles to allow the system to efficiently function. The System Plan includes recommendations for airports grouped into roles that serve a similar function in the over State system. In this sense, the analysis put forth for this System Plan is structured to set up minimum facility and service objectives for those airports in each role category to strive to meet in order to serve the demand and needs of its users. As mentioned earlier, it should be understood that not all airports may be able to meet the recommendations identified in this analysis. In addition, some airports may have facilities and services that presently exceed the minimum objectives.

FACILITY AND SERVICE OBJECTIVES

As previously noted, in order for airports to fulfill their roles in the system, certain facility and service objectives should be met. The following section provides a detailed explanation of the facilities and services that are recommended objectives for

each of the role categories depicted in **Table 5-2** (depicted at the conclusion of the descriptions of the facilities and services). In the case where an objective is quantifiable, an explanation is given as to how the specified number is to be calculated. These facility and services include:

- ARC
- Runway (Length, Width, Strength)
- Taxiway
- Navigational Aids
- Approach Aids
- Lighting
- Weather
- Ground Communications
- Covered Storage/Aircraft Apron
- GA Terminal/Admin. Building
- Fencing
- Auto Parking
- Fuel/FBO/Maintenance
- Maintenance
- Ground Transportation
- Other

ARC

The FAA Advisory Circular 150/5300-13, Airport Design-Change 9, defines the ARC as, "a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport." The most demanding aircraft that operates at an airport on a regular basis with at least 500 takeoffs and landings a year determines each airport's individual design standards and is known as the design or critical aircraft.

An airport's design standard is typically established during the development of an airport-specific master plan or airport layout plan (ALP). Each airport's design standards are related to the approach speed and the wingspan of its design aircraft. These two parameters are used to determine each airport's ARC; a letter, A, B, C, D, or E, is defined by the approach speed of the design aircraft, while a Roman numeral, I, II, III, IV, or V, is identified based on the wingspan of the design aircraft. Each airport in the FAA's National Plan of Integrated Airport Systems is encouraged by the FAA to meet all applicable design and development standards for their critical aircraft's ARC.

Runway

A recommended length, width and strength are stated in Table 5-2 for the primary runway at each airport in the four service roles. These parameters reflect the minimum requirements of the designated ARC for each service role. The existing length and width of each airport's runways were referenced in Chapter Two in addition to a description of its strength.

Taxiway

The presence of a specific taxiway for each primary runway is noted for the airports in each of the four roles. A full-length parallel is a taxiway that spans the entire length of the primary runway. A partial-parallel taxiway spans only part of the length of its associated runway. Runways without a taxiway system may have areas at one or both ends of the runway for aircraft to reverse direction and perform other operations off the runway. These are called turnarounds.

Navigational Aids (NAVAIDs)

NAVAIDs are electronic or visual devices that provide guidance to pilots during the landing or takeoff of an aircraft. Depending on the type of devices that are provided, a more precise approach may be provided to the airport for use during inclement weather or poor visibility. Chapter Two presented an inventory of the existing NAVAIDs in place at Vermont's system airports. These included an explanation of the components of an instrument landing system (ILS), approach lighting system (ALS), and the various types of runway lighting.

Approach

Precision approaches provide electronic horizontal and vertical information to aircraft during the approach to and landing at an airport. These systems allow aircraft to locate an airport and land on a specific runway during periods of reduced visibility and/or inclement weather. Precision approaches require an instrument landing system (ILS), which includes a localizer and a glide slope indicator. Similar to precision approaches, non-precision approaches provide electronic information to aircraft during their approach to and landing at an airport. In general, these systems only provide horizontal guidance with relation to a specific runway at an airport. These systems do not provide vertical guidance or glide slope information to an aircraft. Non-precision approaches are named after the NAVAID used for the approach. This could be an NDB, VOR, LOC, RNAV, or GPS. Some approaches may also require a DME or availability of airport radar. Definitions of these approach types are included in a glossary of terms included with the System Plan. Airports without any type of NAVAID/approach aids are considered to have a visual approach.

The FAA publishes approved instrument approaches for U.S. airports. Aircraft performing instrument approaches must conform to these published procedures. Published approaches include a ceiling minimum and visibility minimum. The ceiling minimum is the altitude that an aircraft may not descend below above mean sea level unless the approach-end of the runway is visually in sight, and a safe and normal landing can be completed. The visibility minimum is the line of sight distance

required at an airport for a pilot to be able to complete an operation at an airport. If meteorological conditions restrict the line of sight to a distance below the specified minimum at an airport, a pilot is not allowed to complete an approach or take-off.

Lighting

Airports included in the Vermont Airport System Plan are recommended to have either medium intensity runway lighting (MIRL) or high intensity runway lighting (HIRL), depending on the role they fufill in the system. Medium intensity taxiway lighting (MITL) or high intensity taxiway lighting (HITL) are also recommended based on service roles.

Weather

There are a number of different methods for gathering and recording weather for aviation purposes. It is recommended that airports in Vermont use one of two automated systems for generating airport weather reports. The Automated Surface Observing System (ASOS) is a weather observation and recording system maintained by the National Weather Service. ASOS reports wind, visibility, cloud height, temperature, dew point, pressure, and precipitation. In addition to ASOS stations, another type of weather reporting is through an Automated Weather Observing System (AWOS). The most advanced version, an AWOS-3, reports wind, visibility, cloud height, temperature, dew point, and pressure.

It is desirable that all system airports provide access to the Pilot Weather Briefing System (PWBS). State-owned airports in Vermont currently use the WSI Pilotbrief Dispatch. This tool cost effectively delivers operational data including weather, and flight tracking throughout the dispatch organization. Worldwide AVN GRIB, text weather and NOTAM data can be directly exported into a flight planning system to provide accurate information necessary for safely planning comfortable and economic flights.

Ground Communications

The availability of ground communications indicates whether it is possible to contact air traffic control (ATC) via radio while on the ground at the airport. It is recommended for Vermont airports to have this capability through either a ground communications outlet (GCO), or a remote communications outlet (RCO). Such a capability allows pilots to obtain clearances directly from ATC, instead of having to obtain a clearance void time, which is much less efficient. This capability is becoming less important as cell phone coverage expands.

Covered Storage/Apron

Covered aircraft storage is typically provided by either t-hangars or conventional hangars. T-hangar units provide individual aircraft storage areas suitable for storing most single-engine aircraft, and smaller twin-engine aircraft. Conventional hangars are free-standing, covered buildings used to store one or more aircraft. A recommendation is made for each role category as to the amount of storage space an airport should be able to provide for a specified percentage of its based aircraft.

The aircraft apron area is the paved strip usually located in front of and around airport hangars and terminal buildings. The apron is where paved tie-down spaces are located. Tie-down spaces are individual, outdoor locations where aircraft are tied down and stored. The amount of apron space needed at an airport should relate to the percentage of based aircraft not in covered storage, and daily transient aircraft that may either park short-term or overnight. In order to determine the latter, the forecasted general aviation operations for each airport as determined in Chapter Four are used. The percentage of itinerant operations is calculated from the base data obtained for each airport from the FAA 5010 form, and is assumed to remain constant. The forecasted general aviation operations at each airport are then multiplied by the associated itinerant percentage. This is then divided by 12 (number of months) to determine the number of itinerant operations during an average month. The most active month is assumed to have 15 percent more operations than the average month. From this number, the daily number of itinerant operations in the busiest month is derived by dividing by 30 (number of days in month), which is then increased by 20% to represent the number of peak day operations. As a result of an operation representing either a take-off or a landing, this number is then halved to represent the itinerant aircraft that would be performing a landing. Each role has an associated percentage which represents the number of transient aircraft that may be parked on the apron at any one time during the busiest day.

An airport rule of thumb generally considers that 360 square yards of apron space will accommodate one general aviation single-engine transient aircraft. Based single-engine aircraft generally require less apron space, approximately 300 square yards per aircraft.

Fencing

Security fencing is the most common means of securing an airport's perimeter from outsiders, and from prohibiting wildlife from entering the operations area. Fencing can vary in design, height, and type depending on each airport's security needs.

Fencing an entire airport perimeter may not always be economically feasible or even necessary for some Vermont system airports. Partial fencing of just the airside operations area and storage facilities may be more appropriate for some airports.

Auto Parking

Auto parking needs for general aviation are most often tied to the number of based aircraft. In addition, at busier general aviation facilities, there may be a need to provide parking for employees, visitors, and other on-airport businesses such as rental car providers. Auto parking requirements are calculated by allotting one space for each based aircraft, in addition to spaces allocated for visitors and employees calculated based on a percentage of the based aircraft.

GA Terminal/Administration Building/FBO/Fuel/Maintenance

General aviation terminal/administration buildings are planned to serve the total number of peak hour operations/passengers. General aviation buildings may serve many different roles, depending on the complexity of the airport. At many of the National and Regional service airports, the general aviation terminal/administration building may even house a full-service fixed-base operator (FBO). In other instances, an FBO is located in a separate building on airport property. At smaller airports, a terminal/administrative building may only provide a restroom and a telephone. Dependent upon the role of each airport, a minimum amount of square footage for the terminal/administrative building has been recommended.

A Fixed-Based Operator often provides services such as fuel, hangar and tiedown rental, flight school, oxygen, courtesy cars, and aircraft maintenance/repair, dependent upon the size and level of activity at an airport. An FBO that provides all of the above services mentioned are typically considered "full service". FBOs that may only provide a pilot lounge, restrooms and a phone are considered to be "limited service".

FBOs typically are responsible for providing fuel service at an airport. The types of aviation fuel that may be available to pilots include jet fuel (Jet A), 100 octane low-lead fuel (Avgas), and motor vehicle fuel (MoGas) used for aviation purposes.

Maintenance and repair services at an airport are also typically provided through the FBO. In some cases, a third party or other on-airport business may also provide aircraft maintenance. Recommendations for aircraft maintenance for Vermont system airports include limited service and full service. Limited service includes typical measures taken for preventive maintenance. Full service maintenance on the

other hand, may involve the inspection, overhaul, repair, preservation, and replacement of parts. A full service provider may offer alterations or repairs to the wings, tail surfaces, fuselage, engine mounts, control system, landing gear, and hull.

Ground Transportation

Airports should have available, depending on their role, means of transportation by ground for transient users. An on-site rental car service is one method, but may not always be ideal or cost-efficient. In some cases, the rental car company may not be based on the airport, but should make arrangements to bring a car to the airport or pick up the renter at the airport.

Another option to offer ground transportation to transient users is through a courtesy car/loaner car. This means that a car is made available, free of charge, to transient pilots while they are at the airport.

Table 5-2
Minimum Facility/Service Objectives

National Service	
ARC:	C-II
Runway Length:	Minimum of 5,500 Ft. for primary
Runway Width:	100 Ft. for primary
Runway Strength:	Minimum 60,000 lbs. for primary
Taxiway:	Full Parallel for primary runway
Approach	Published Precision Approach with Ceiling Minimums of 200 feet or Less and Visibility Minimums of ½ Mile or Less
NAVAIDs:	ILS, ALS, REILs, Rotating Beacon, Lighted Wind Indicator/ Segmented Circle,
Lighting:	HIRL, MITL
Weather:	ASOS/AWOS and a PWBS
Ground Communications:	Public Phone, GCO or RCO
Covered Storage:	70% of Based Aircraft
Aircraft Apron:	30% of Based Aircraft Plus an Additional 75% for Transient Users
GA Terminal/Administration Building:	2,500 Sq. Ft.
Fencing:	Entire Airport
Auto Parking:	1 Space for Each Based Aircraft Plus 50 % for Employees/Visitors
Fuel:	Self-Service AvGas & Jet A
FBO:	Full Service
Maintenance:	Full Service
Ground Transportation:	Rental Car Available
Other:	Building for Airport Maintenance Equipment
Regional Service	
ARC:	B-II
Runway Length:	Minimum of 5,000 Ft. for primary
Runway Width:	75 Ft. for primary
Runway Strength:	Minimum 30,000 lbs. for primary
Taxiway:	Full Parallel for primary runway
Approach:	Published Non-Precision Approach with ceiling minimums of 400 feet or less and visibility minimums of 1 mile or less
NAVAIDs:	Rotating Beacon, Lighted Wind Indicator/Segmented Circle, REILs, VGSI, Appropriate Instrument(s) for Non-Precision Approach
Lighting:	MIRL, MITL
Weather:	ASOS/AWOS and a PWBS
Ground Communications:	Public Phone, GCO or RCO
Covered Storage:	70% of Based Aircraft
Aircraft Apron:	30% of Based Aircraft Plus Additional 50% for Transient Users
GA Terminal/Administration Building:	2,500 Sq. Ft.
Fencing:	Entire Airport
Auto Parking:	1 Space for Each Based Aircraft Plus 50 % for Employees/Visitors
Fuel:	Self Service AvGas & Jet A
FBO:	Full Service
Maintenance:	Full Service
Ground Transportation:	Rental Car Available
Other:	Building for Airport Maintenance Equipment

Table 5-2
Minimum Facility/Service Objectives, Continued

Local Service	
ARC:	B-I
Runway Length:	Minimum of 4,000 Ft. for primary
Runway Width:	75 Ft. for primary
Runway Strength:	Minimum 12,500 lbs. for primary
Taxiway:	Partial Parallel, Connectors or Turnaround for primary runway
Approach:	Published Non-Precision Approach with ceiling minimums of 1,000 feet or less and visibility minimums of 3 miles or less
NAVAIDs:	Rotating Beacon, Lighted Wind Indicator/Segmented Circle, VGSI, Appropriate Instrument(s) for Non-Precision Approach
Lighting:	MIRL
Weather:	ASOS/AWOS Desirable, PWBS
Ground Communications:	Public Phone, GCO or RCO as needed
Covered Storage:	60% of Based Aircraft
Aircraft Apron:	40% of Based Aircraft Plus Additional 25% for Transient Users
GA Terminal/Administration Building:	Minimum 1,500 Sq. Ft.
Fencing:	Entire Airport
Auto Parking:	1 Space for Each Based Aircraft Plus 25 % for Employees/Visitors
Fuel:	Self Service AvGas; Jet A as Required
FBO:	Limited Service
Maintenance:	Limited Service
Ground Transportation:	Loaner Car Available, Rental Car Desirable
Other:	Building for Airport Maintenance Equipment
Specialty Service	
ARC:	A-I
Runway Length:	Maintain Existing
Runway Width:	NPIAS – 60 Feet, Non-NPIAS – Maintain Existing
Runway Strength:	Not an Objective
Taxiway:	Partial Parallel Desirable for Paved Runways, Turnaround
Approach:	Visual
NAVAIDs:	Not an Objective
Lighting:	Not an Objective
Weather:	PWBS desirable
Ground Communications:	Public Phone, GCO or RCO as Needed
Covered Storage:	Maintain Existing
Aircraft Apron:	Maintain Existing
GA Terminal/Administration Building:	Maintain Existing
Fencing:	Operations Area at a Minimum; Entire Airport Desirable
Auto Parking:	Maintain Existing
Fuel:	AvGas; Jet A as Required
FBO:	Limited Service
Maintenance:	Not an Objective
Ground Transportation:	Desirable
Other:	Not an Objective

Source: Wilbur Smith Associates

SUMMARY

These four functional role categories and the identified stratification of system airports resulted from an analysis that examined factors that measure each study airport's existing contribution to the overall system. Using the airport role classifications, facility and service objectives were identified based on the types of aircraft that are expected to use the airports based on their role in the Vermont system**.** The existing roles of the airports are evaluated to determine if these roles are appropriate for the Vermont airport system to meet future needs and how the future system of airports meet identified objectives. This subsequent evaluation shows the adequacies and the deficiencies of the overall airport system, including the need for increased roles for the airports and additional facilities and services. This analysis provides the baseline for developing system recommendations and quantifying future system performance improvements.